

§ 179.400-19 Valves and gages.

(a) *Valves.* Manually operated shut-off valves and control valves must be provided wherever needed for control of vapor phase pressure, vapor phase venting, liquid transfer and liquid flow rates. All valves must be made from approved materials compatible with the lading and having satisfactory properties at the lading temperature.

(1) Liquid control valves must be of extended stem design.

(2) Packing, if used, must be satisfactory for use in contact with the lading and of approved materials that will effectively seal the valve stem without causing difficulty of operation.

(3) Each control valve and shut-off valve must be readily operable. These valves must be mounted so that their operation will not transmit excessive forces to the piping system.

(b) *Gages.* Gages, except portable units, must be securely mounted within suitable protective housings. A liquid level gage and a vapor phase pressure gage must be provided as follows:

(1) *Liquid level gage.* (i) A gage of approved design to indicate the quantity of liquefied lading within the inner tank, mounted where it will be readily visible to an operator during transfer operations or storage, or a portable gage with a readily accessible connection, or

(ii) A fixed length dip tube, with a manually operated shut-off valve located as close as practicable to the outer jacket. The dip tube must indicate the maximum liquid level for the allowable filling density. The inner end of the dip tube must be located on the longitudinal centerline of the inner tank and within four feet of the transverse centerline of the inner tank.

(2) *Vapor phase pressure gage.* A vapor phase pressure gage of approved design, with a manually operated shut-off valve located as close as practicable to the outer jacket. The gage must indicate the vapor pressure within the inner tank and must be mounted where it will be readily visible to an operator. An additional fitting for use of a test gage must be provided.

§ 179.400-20 Pressure relief devices.

(a) The tank must be provided with pressure relief devices for the protec-

tion of the tank assembly and piping system. The discharge from these devices must be directed away from operating personnel, principal load bearing members of the outer jacket, car structure, trucks and safety appliances. Vent or weep holes in pressure relief devices are prohibited. All main pressure relief devices must discharge to the outside of the protective housings in which they are located, except that this requirement does not apply to pressure relief valves installed to protect isolated sections of lines between the final valve and end closure.

(b) *Materials.* Materials used in pressure relief devices must be suitable for use at the temperature of the lading and otherwise compatible with the lading in both the liquid and vapor phases.

(c) *Inner tank.* Pressure relief devices for the inner tank must be attached to vapor phase piping and mounted so as to remain at ambient temperature prior to operation. The inner tank must be equipped with one or more pressure relief valves and one or more safety vents (except as noted in paragraph (c)(3)(iv) of this section), and installed without an intervening shut-off valve (except as noted in paragraph (c)(3)(iii) of this section). Additional requirements are as follows:

(1) *Safety vent.* The safety vent shall function at the pressure specified in § 179.401-1. The safety vent must be flow rated in accordance with the applicable provisions of AAR Specifications for Tank Cars, appendix A (IBR, see § 171.7 of this subchapter), and provide sufficient capacity to meet the requirements of AAR Specifications for Tank Cars, appendix A, A8.07(a).

(2) *Pressure relief valve.* The pressure relief valve must:

(i) be set to start-to-discharge at the pressure specified in § 179.401-1, and

(ii) meet the requirements of AAR Specifications for Tank Cars, appendix A, A8.07(b).

(3) *Installation of safety vent and pressure relief valve—(i) Inlet piping.* (A) The opening through all piping and fittings between the inner tank and its pressure relief devices must have a cross-sectional area at least equal to that of the pressure relief device inlet, and the flow characteristics of this upstream system must be such that the pressure

drop will not adversely affect the relieving capacity or the proper operation of the pressure relief device.

(B) When the required relief capacity is met by the use of multiple pressure relief device placed on one connection, the inlet internal cross-sectional area of this connection must be sufficient to provide the required flow capacity for the proper operation of the pressure relief device system.

(ii) *Outlet piping.* (A) The opening through the discharge lines must have a cross-sectional area at least equal to that of the pressure relief device outlet and may not reduce the relieving capacity below that required to properly protect the inner tank.

(B) When the required relieving capacity is met by use of multiple pressure relief devices placed on a common discharge manifold, the manifold outlet internal cross-sectional area must be at least equal to the combined outlet areas of the pressure relief devices.

(iii) Duplicate pressure relief devices may be used when an approved 3-way selector valve is installed to provide for relief through either duplicate pressure relief device. The 3-way valve must be included in the mounting prescribed by AAR Specifications for Tank Cars, appendix A, A6.02(g), when conducting the flow capacity test on the safety vent prescribed by AAR Specifications for Tank Cars, appendix A, A6.01. Flow capacity tests must be performed with the 3-way valve at both of the extreme positions as well as at the mid-position and the flow capacity must be in accordance with AAR Specifications for Tank Cars, appendix A, A8.07(a).

(iv) An alternate pressure relief valve, set as required in §179.401-1, may be used in lieu of the safety vent, provided it meets the flow capacity prescribed in AAR Specifications for Tank Cars, appendix A at a flow rating pressure of 110 percent of its start-to-discharge pressure. Installation must—

(A) Prevent moisture accumulation at the seat by providing drainage away from that area,

(B) Permit periodic drainage of the vent piping, and

(C) Prevent accumulation of foreign material in the vent system.

(4) *Evaporation control.* The routine release of vaporized lading may be controlled with a pressure controlling and mixing device, except that a pressure controlling and mixing device is required on each DOT-113A60W car. Any pressure controlling and mixing device must—

(i) Be set to start-to-discharge at a pressure not greater than that specified in §179.401-1;

(ii) Have sufficient capacity to limit the pressure within the inner tank to that pressure specified in §179.401-1, when the discharge is equal to twice the normal venting rate during transportation, with normal vacuum and the outer shell at 130 °F; and

(iii) Prevent the discharge of a gas mixture exceeding 50% of the lower flammability limit to the atmosphere under normal conditions of storage or transportation.

(5) *Safety interlock.* If a safety interlock is provided for the purpose of allowing transfer of lading at a pressure higher than the pressure control valve setting but less than the pressure relief valve setting, the design must be such that the safety interlock will not affect the discharge path of the pressure relief valve or safety vent at any time. The safety interlock must automatically provide an unrestricted discharge path for the pressure control device at all times when the tank car is in transport service.

(d) *Outer jacket.* The outer jacket must be provided with a suitable system to prevent buildup of annular space pressure in excess of 16 psig or the external pressure for which the inner tank was designed, whichever is less. The total relief area provided by the system must be a minimum of 25 square inches, and means must be provided to prevent clogging of any system opening, as well as to ensure adequate communication to all areas of the insulation space. If a safety vent is a part of the system, it must be designed to prevent distortion of the rupture disc when the annular space is evacuated.

(e) *Piping system.* Where a piping circuit can be isolated by closing a valve,

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means for pressure relief must be provided.

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§ 179.400-21 Test of pressure relief valves.

Each valve must be tested with air or gas for compliance with § 179.401-1 before being put into service.

§ 179.400-22 Protective housings.

Each valve, gage, closure and pressure relief device, with the exception of secondary relief valves for the protection of isolated piping, must be enclosed within a protective housing. The protective housing must be adequate to protect the enclosed components from direct solar radiation, mud, sand, adverse environmental exposure and mechanical damage incident to normal operation of the tank car. It must be designed to provide reasonable access to the enclosed components for operation, inspection and maintenance and so that vapor concentrations cannot build up to a dangerous level inside the housing in the event of valve leakage or pressure relief valve operation. All equipment within the protective housing must be operable by personnel wearing heavy gloves and must incorporate provisions for locks or seals. A protective housing and its cover must be constructed of metal not less than 0.119 inch thick.

§ 179.400-23 Operating instructions.

All valves and gages must be clearly identified with corrosion-resistant nameplates. A plate of corrosion-resistant material bearing precautionary instructions for the safe operation of the equipment during storage and transfer operations must be securely mounted so as to be readily visible to an operator. The instruction plate must be mounted in each housing containing operating equipment and controls for product handling. These instructions must include a diagram of the tank and its piping system with the various gages, control valves and pressure relief devices clearly identified and located.

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§ 179.400-24 Stamping.

(a) A tank that complies with all specification requirements must have the following information plainly and permanently stamped into the metal near the center of the head of the outer jacket at the "B" end of the car, in letters and figures at least $\frac{3}{16}$ -inch high, in the following order:

	Example of required stamping
Specification	DOT-113A60W.
Design service temperature	Minus 423 °F.
Inner tank	Inner Tank.
Material	ASTM A240-304.
Shell thickness	Shell $\frac{3}{16}$ inch.
Head thickness	Head $\frac{3}{16}$ inch.
Inside diameter	ID 107 inch.
Inner tank builder's initials	ABC.
Date of original test (month and year) and initials of person conducting original test.	00-0000GHK.
Water capacity	00000 lbs.
Outer jacket	Outer jacket.
Material	ASTM A515-70.
Outer jacket builder's initials	DEF.
Car assembler's initials (if other than inner tank or outer jacket builder).	XYZ.

(b) Any stamping on the shell or heads of the inner tank is prohibited.

(c) In lieu of the stamping required by paragraph (a) of this section, the specified markings may be incorporated on a data plate of corrosion-resistant metal, fillet welded in place on the head of the outer jacket at the "B" end of the car.

§ 179.400-25 Stenciling.

Each tank car must be stenciled in compliance with the provisions of the AAR Specifications for Tank Cars, appendix C (IBR, see § 171.7 of this subchapter). The stenciling must also include the following:

(a) The date on which the rupture disc was last replaced and the initials of the person making the replacement, on the outer jacket in letters and figures at least $1\frac{1}{2}$ inches high.

(b) The design service temperature and maximum lading weight, in letters and figures at least $1\frac{1}{2}$ inches high adjacent to the hazardous material stencil.

(c) The water capacity, in pounds net at 60 °F., with the tank at its coldest operating temperature, after deduction for the volume above the inlet to the pressure relief device or pressure control valve, structural members, baffles,